City Gas Company Office, London,
July 9th, 1920.

TWENTY-NINTH MEETING.

THE SPECIAL CITY GAS COMMITTEE meets in the City Gas Office on Friday, July 9th, 1920, at 4 p.m.
PRESENT: Aldermen J.C.Wilson (Chairman) Harley and Seabrook, and Messrs. Duffield, Smart and Graydon.

66 CITY GAS MATTERS (see par. 47, 48, 63 and 65)

The Company submits the following proposition, namely:

Thousands Cu.ft. Gas used per month	No. of Accounts	"Readiness to Serve" charge per month	Revenue per month
Under 1	3,359	.35	$1,175.65
1 - 2	3,297	.60	1,978.20
2 - 3	2,215	.85	1,882.75
3 - 5	1,788	1.40	2,503.20
5 - 10	727	2.65	1,926.55
10 - 15	99	4.40	435.60
15 - 20	36	6.15	221.40
Over 20	56	10.00	560.00
			$10,683.35

The matter is informally discussed.

The scheme is amended by striking out "1 - 3" and substituting therefor "1 - 2" and "2 - 3".

Alderman Wilson suggested a service charge of forty cents per thousand allowing ten cents for each two hundred and fifty feet.

Mr. Duffield suggests thirty-five cents per nearest thousand feet.

The Committee appeared to think that the scheme submitted by Mr. Duffield, as amended, would be more just and equitable to the small consumer and appeared to be the most satisfactory that could be devised by the Committee.

Dr. Wilson suggests a service at cost, but the Company claimed that the system devised would be more equitable and not so liable to change.

Upon motion the Committee adjourned.

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Chairman.

Committee Room, City Hall,
July 23rd, 1920.

THIRTIETH MEETING.

THE SPECIAL COMMITTEE ON RAILWAY CROSSINGS meets in the Committee Room, City Hall, on Friday, July 23rd, 1920, at 8 p.m.
PRESENT: Alderman Dr. Wilson (Chairman) Watkinson, Moorhead and Drake.

67. MINUTES.

The minutes of the twenty-first meeting (second meeting of the Committee) are confirmed and signed by the Chairman.

68. SUBWAYS. (See pars. 11, 31, 51).

C.Forrester re Proposed Subways at Waterloo and Rectory Streets.

Referring to your letter of July 7th. the matter of proposed subways at Waterloo and Rectory Streets has been up with our Chief Engineer.

Subway at Waterloo St., would be very difficult to construct, due to the close proximity of York and Bathurst Streets, and the fact that we could not change the grade of our track over Waterloo St. to any extent, without serious detriment to our business, on account of the leads to the freight shed crossing over that street. To construct a sybway at Waterloo St. at all, would cost approximately $389,000.00, and this Company feel that subway should not be constructed there, for if the general scheme of track elevation at London is ever proceeded with, a subway at Waterloo Street would be useless.

In connection with subway at Rectory St. the cost of construction would be, if all present tracks were allowed to remain, $326,000.00. If we removed the most southerly track, that is the one running back of the roundhouse, this would be materially reduced, making a total cost of $265,000.00, of which we might expect that the Grade Crossing Fund would contribute $15,000.00, leaving $250,000.00 to be made up. This Company feel that the City should contribute 50% of this expense.

The Street Railway now pay the wages of the Signalmen at this cro[ss]ing, which signalmen, of course, would not be required, if a subway were constructed, and on that account, I think the Street Railway should assu[me] a portion of this expense, particularly in view of the fact that they ma[ke] continual complaints in regard to delay to their traffic at Rectory St., and it might be possible that they could reduce their expenses of operat[ion] ion considerable, after the subway were constructed. We have not approac[hed] ed the Street Railway on this subject yet, but would like to make this a basis of negotiations for dealing with the subject.

H.A.Brazier. - re Waterloo St. Subway.

As requested by your Committee I have prepared and herewith sub[mit] mit for your consideration estimates of cost for the construction of a subway (5 schemes) beneath the G.T.R. and other tracks at Waterloo St. as per plan No. O-1-55.

Scheme No.1 is based on the assumption that the G.T.R. tracks will not be elevated which means that the subway must also be extended under the L. & P.S. and M.C.R. tracks. Provision has been allowed for the steel work for sixteen tracks, the abutments extending from the north G.T.R. tracks to the south M.C.R. track with open spaces between. The pavement through the subway will be the same width as at present, i.e., 30ft., 2 six foot sidewalks and two 15 ft. boulevards, the face of the abutments and retaining walls of the subway to be in line with the back edge of the present sidewalk making a subway of a total width of 71'6". The run out of commencement of the grade at the south end would be at Horton St. and at the north end at a point approximately 60' south of King St. allowing for a 5% grade. This also necessitates cutting back on York St. 245' each direction east and west of Waterloo St. and on Bathurst St. 500' west of Waterloo St. and 400' east of Waterloo St. The clearance allowed from crown of pavement to low steel is 14 ft.

The estimated cost of this scheme is $683,500.00.

Scheme 2 is the same as for scheme 1 except that the boulevards are omitted and the over all width of the dubway is 46 ft. between abutments. The estimated cost of this work is $611,400.00.

Scheme 3 is the same as for scheme 1 except that Bathurst St. would be carried across Waterloo St. on the same elevation as the present tracks and would not, therefore, make a connection with Waterloo St. The estimated cost of this scheme is $501,600.00.

Scheme 4 is the same as scheme 2 except that Bathurst St. is not carried across the tracks. The estimated cost of this work is $439,500.00.

These estimates provide for massed concrete abutments, and retaining walls, steel superstructures, pipe hand railings, cement curbs, gutters and sidewalks, sheet asphalt pavement and strom water draingage including necessary pumping plant but are exclusive of land damages, if any, railway track construction, traffic diversion, false work and crossing protection during the construction of the work and other work to be done by the Railway Company.

Scheme No. 5 provides for the elevation of the G.T.R. tracks approximately 11' and the elimination of the G.T.R. siding about midway between the main lines and Bathurst St. provision being made for the steel work for nine tracks, the width of the subway to be the same as in scheme No.1. The run out or commencement of the grade at the south end will be at Bathurst St. and the north end at York St. allowing for a 5% grade. The estimated cost of this scheme is $156,700.00, exclusive of land damages, if any, railroad construction, etc., all as before stated and all exclusive of the track elevation, i.e., the necessary earth fill or trestle.

H.A.Brazier, re Rectory St. Subway.

As instructed by your Committee I have prepared and herewith submit for your consideration estimate of cost for the construction of a subway beneath theG.T.R. Co's. tracks at Rectory St. as per plan No. O-2-24.

This estimate is based on the assumption that the tracks will not be elevated, that the track to the coal chutes just south of the round house will be diverted to the south slightly if necessary and will remain a level crossing and that the siding to Gorman & Eckert's will be diverted as shown.

Provision has been allowed for the steel work for five tracks with the abutments sufficiently long to provide for additional steel work for one track to the south. The pavement through the subway will be the same width as at present with single car track in the centre, i.e., 32'0" and with two 5' sidewalks. The face of the abutments and retaining walls of the subway to be in line with the back edge of the present sidewalk making subway of a total width of 52 ft. between abutments. The run out or the commencement of the grade at the south end will be approximately 30 ft. south of the coal chute siding and at Campbell St. at the

north end, allowing for a 5% grade. The clearance allowed from the crown of the pavement to low steel is 14 ft.

The estimate provides for massed concrete abutments and retaining walls, steel superstructure, pipe hand railings, cement curbs and gutters and sidewalks, sheet asphalt pavement and storm water drainage including necessary pumping plant.

The estimated cost of the work is $237,800.00 exclusive of land damages, if any, railroad track construction, traffic diversion, false work and crossing protection during the construction of the work and other work to be done by the Railway Company.

H.A.Brazier re Egerton St. Subway.

As requested by your Committee I have prepared and herewith submit for your consideration estimates of cost for the construction of a bridge over the G.T.R. tracks at Egerton St.

This estimate is based on the assumption that the tracks will not be elevated, that the St. Mary's branch track will be diverted so as to branch off the main line at a point east of Egerton St. and that the South Van siding and the seven tracks leading into the East End Freight yards will be eliminated. Provision has been allowed for the steel work for six tracks in two spans with mass concrete abutments and wing walls and earth fill approaches. Allowance has been made for a pavement 34 ft. in width, i.e., of sufficient width to allow for a single car track in the centre, and for two 6' sidewalks. The run out or commencement of the grade at the south end would be approximately 180' south of Pine St. and at the north end at Mabel St., on Brydges St. at approximately 250' east of Egerton St. and on Pine St. about 180' east of Egerton St. allowing for a 5% approach grade. The clearance of the bridge is the standard requirement of 22'6". The estimated cost of this scheme is $272,000.00. If a trestle viaduct is substituted for the earth fill approaches the estimated cost would be $386,500.00 both exclusive of land damages, if any, railway track construction, traffic diversion, false work and crossing protection during the construction of the work and other work to be done by the Railway Company.

Alderman Drake moves. and it is adopted, that Mr. Forrester be asked to meet the Committee, and submit the plans prepared by the Grand Trunk Railway for consideration with the Committee, and Mr. Brazier's plans, and also to submit plans for general track elevation, for consideration.

Upon motion the Committee adjourned.

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Chairman.